AS 7457

Management of Proceed Authority Exceedance Events

STANDARDS

Australian **STANDARD**

Advancing safety and productivity

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Development of this Standard was prepared by a Australian Rail Industry Standards Organisation (ARISO) Development Group consisting of representatives from the following organisations:

ARC Infrastructure, ARTC, Bowen Rail Company, Carmichael Rail Network, CQUniversity Australia – Appleton Institute for Behavioural Science, Downer Rail, Jacobs Group, KiwiRail, Metro Trains Melbourne, NSW TrainLink, Pacific National, Public Transport South Australia, Queensland Rail, Rail Safety Consulting Australia, Sydney Metro, Sydney Trains, and V/Line .

The Operations Standing Committee verified that ARISO's accredited process was followed in developing the product, before the ARISO Board approved the document for publication.

ARISO wishes to acknowledge the positive contribution of subject matter experts in the development of this Standard. Their efforts ranged from membership of the Development Group through to individuals providing comments on a draft of the Standard during the open review.

I commend this Standard to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.
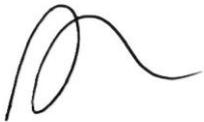
Alan Fedda
Chief Executive Officer
Australian Rail Industry Standards Organisation

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Document history

Publication Version	Effective Date	Reason for and Extent of Change(s)
2025	24 December 2025	This document has been reviewed to ensure it remains relevant and applicable. The latest review assessed the content, confirming that while updates were made to align with current industry practices, technologies, and regulatory requirements, the original authorship and copyright have been acknowledged as required.

Approval

Name	Date
Australian Rail Industry Standards Organisation	27 November 2025

Copyright

Preface

This document was prepared by the Management of Proceed Authority Exceedance Events Development Group, overseen by the ARISO Operations Standing Committee.

The major changes in this review are as follows:

(a) Greater emphasis on Human Factors and evidence relating specifically to PAE investigation.

(b) Increase requirements to rail safety worker wellbeing post an event.

(c) Removal of content not explicitly related to PAE events and duplication of content found in other publications.

Objective

The objective of this Standard is to ensure that these incident types are managed in a consistent manner that will reduce the likelihood of recurrence and minimize the potential consequences.

Compliance

There are four types of provisions contained within Australian Standards developed by ARISO:

(d) Requirements.

(e) Recommendations.

(f) Permissions.

(g) Constraints.

Requirements – it is mandatory to follow all requirements to claim full compliance with the Standard. Requirements are identified within the text by the term 'shall'.

Recommendations – do not mention or exclude other possibilities but do offer the one that is preferred. Recommendations are identified within the text by the term 'should'.

Recommendations recognize that there could be limitations to the universal application of the control, i.e. the identified control is not able to be applied or other controls are more appropriate or better.

Permissions – conveys consent by providing an allowable option. Permissions are identified within the text by the term 'may'.

Constraints – provided by an external source such as legislation. Constraints are identified within the text by the term 'must'.

For compliance purposes, where a recommended control is not applied as written in the standard it could be incumbent on the adopter of the standard to demonstrate their actual method of controlling the risk as part of their WHS or Rail Safety National Law obligations. Similarly, it could also be incumbent on an adopter of the standard to demonstrate their method of controlling the risk to contracting entities or interfacing organisations where the risk may be shared.

ARISO Standards address known hazards within the railway industry. Hazards, and clauses within this Standard that address those hazards, are listed in Appendix A.

Appendices in ARISO Standards may be designated either "normative" or "informative". A "normative" appendix is an integral part of a Standard and compliance with it is a requirement, whereas an "informative" appendix is only for information and guidance.

Table of Contents

Section 1   Scope and general

1.1   Scope

This document contains the minimum requirements for managing proceed authority exceedance (PAE) events as defined by the Office of the National Rail Safety Regulator's (ONRSR) guideline *Notifiable Occurrences Reporting Requirements*.

The term PAE is used throughout the document to ensure an approach which encompasses all PAE events and replacing the commonly used reference of signal passed at danger (SPAD).

The scope includes the management of the PAE event from the occurrence to the closure and communication of the investigation.

This document may be applied to light rail.

1.2   Normative references

The following documents are referred to in the text in such a way that *some* or all of their content constitutes requirements of this document:

- AS 7631:2024, *Railway Infrastructure – Sighting*
- *NTC National Standard for Health Assessment of Rail Safety Workers* (2024)
- RISSB ANRP 6001 – *Overrun Limit of Authority*
- *RISSB Code of Practice – Rail Safety Investigations* (2025)
- *RISSB Guideline – Rail Traffic PAE Risk Management* (2025)
- *RISSB Guideline – Rail Emergency Management Planning* (2018)
- *RISSB SPAD Investigation Pro Forma*
- *ONRSR Guideline – Notifiable Occurrence Reporting Requirements* (2022)
- *ONRSR Guideline – Safety Management System* (2019)

> NOTE:
>
> Documents for informative purposes are listed in a Bibliography at the back of this document.

1.3   Defined terms and abbreviations

For the purposes of this document, the following terms and definitions apply:

1.3.1
legal professional privilege
common law right that protects confidential communications and documents between a lawyer and their client from being disclosed to third parties